

SUZUKI RM250



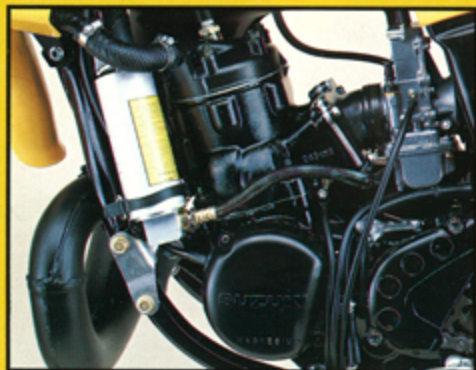
cross GP 250
GP 500

75 76 77 78 79 '80 '81 '82 Manufacturer's
Champion of Motocross GP 125
70 '71 '72 '80 '81 Manufacturer's Champion of Motocross
71 '72 '73 '75 '76 '82 Manufacturer's Champion of Motocross GP 500

WORLD CHAMPIONS



The New RM250, Equipped with the Full-Floater Suspension System and a Powerful Water-Cooled Engine, Now Emerges with an Augmented Overwhelming Racing Power

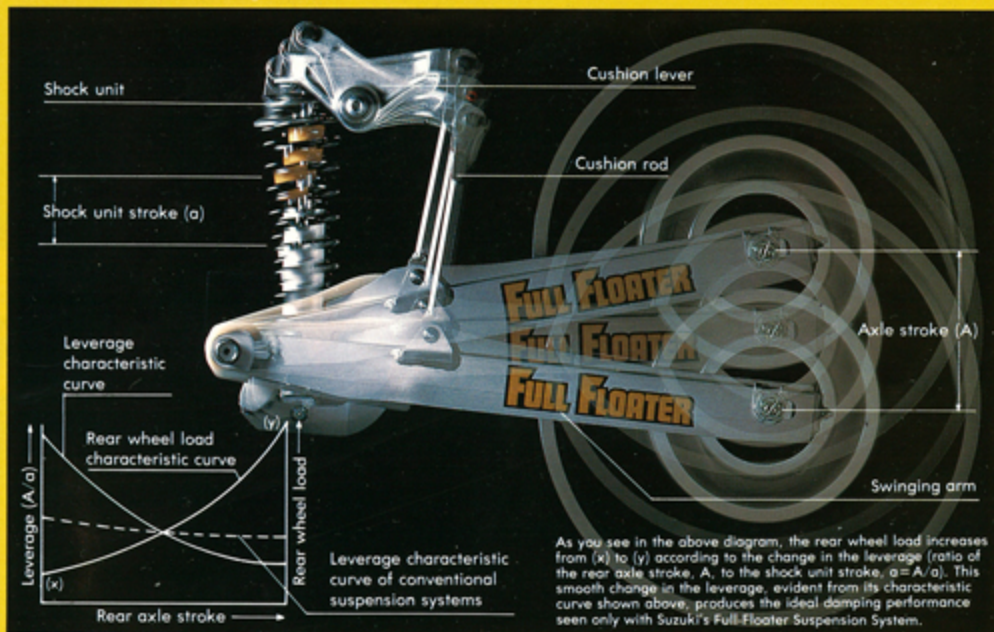


Winning Victories with The Water Cooled Engine

There is no end to improvements designed for victory as every motorcyclist in the world seeks a machine with greater power and higher torque performance. To meet this user demand, Suzuki added a powerful new arm to its new RM250 engine. It is a newly designed squish-dome type combustion chamber. The high squish effect produced in this chamber increases the mixture density, expedites the ignition and flame propagation, and raises the combustion efficiency markedly. As a consequence, the torque transfer is level, making it possible to increase the power instantly at any speed. In addition, the ingeniously designed combination of the full reed valve and the flat slide carburetor enhances the delicate throttle work. By virtue of its excellent cooling efficiency, the water-cooled engine can hold its heat output down at all times, and can also keep providing tremendous power until it reaches the finish line.

Winning Victories with The Full-Floater Suspension System

No suspension system in the world has ever won such incessant praise from the world's top motorcyclists as does Suzuki's new Full-Floater Suspension Sys-



tem. This new suspension system, accepted widely and enthusiastically as an "ideal system exhibiting amazing roadability," differs largely in structure from conventional mono-shock suspension systems. Specifically, its shock unit is connected with the swinging arm on the bottom and with the cushion lever on the top. This unique design permits the increase not only of the rear axle stroke but also of the shock unit stroke itself, thus making it possible to greatly reduce the leverage. The system absorbs small shocks smoothly and responds powerfully to shock increases with great damping force, and yet the changes in its response to varying road conditions are extremely smooth. The Full-Floater Suspension System also has other advantages: the great energy it absorbs, the compact and lightweight design, and the performance stability ensured even during hard riding for extended periods. The new RM250 has an

increased axle stroke and an improved leverage, and its performance is enhanced phenomenally by the Full-Floater Suspension System which has the damping-force-adjusting mechanism and the aluminum cushion rod, although these improvements are not readily visible and can be appreciated only by the rider.

Winning Victories with The Damping Force Adjusting Front Fork

For further performance improvement of the air pressure/coil spring type front fork, Suzuki introduced the new, dial type damping-force-adjusting mechanism. This mechanism makes it possible for the rider to adjust and set the front and rear suspension freely according to the road condition.



In addition, the inner tube diameter is increased to 43mm (1.69 in.) for greater overall rigidity of the machine.

Winning Victories with The Semi-Double Cradle Frame

The frame is just as important as the engine and suspension in that it markedly affects the machine's performance in any world motocross. The frame of the RM250 boasts an extra lightweight design made possible by the large reduction resulting from the excellent shock-absorbing capacity of the suspension system. It is a rigid, well-balanced, semi-double cradle handle of chrome-molybdenum steel incorporating Suzuki's engineering and long experience in the manufacture of frames.

Winning Victories with The Ingenious Design

- A 5-speed transmission is used. The gear ratio is set at a value matching the engine torque performance. The gear is made of the same material as the RH82 to increase its strength.
- The newly designed 2-leading shoe type front brake exhibits greater braking performance.
- The rear brake panel is also newly designed to provide protection against water and dust intrusion. The wheel hub weight is reduced.
- The folding type brake pedal is newly employed as it is hard to break.



- The newly designed rear fender is far freer from mud clogging than the former one.
- The weight of all parts is reduced, with the result that the overall machine weight is only 97kg (214 lb) (dry), the lightest of all models of this class.

Two-Stroke, Full Reed Valve, Water-Cooled Engine

Split Radiator

Damping-Force-Adjusting Front Fork

Full-Floater Suspension System

Folding-Type Brake Pedal

Five-Speed Transmission

Flat-Slide Type Carburetor

Two-Leading Shoe Type



RM250 SPECIFICATIONS

DIMENSIONS AND DRY MASS	Overall length	2,160 mm (85.0 in)	TRANSMISSION	Clutch	Wet multi-plate type	
	Overall width	845 mm (33.3 in)		Transmission	5-speed constant mesh	
	Overall height	1,250 mm (49.2 in)		Gearshift pattern	1-down, 4-up	
	Wheelbase	1,460 mm (57.5 in)		CHASSIS	Front suspension	Telescopic, pneumatic/coil spring, oil dampened
	Ground clearance	370 mm (14.6 in)			Rear suspension	Full-floater suspension system
Dry mass	97 kg (214 lbs)	Front brake	Internal expanding			
		Rear brake	Internal expanding			
		Front tyre size	3.00-21-4PR			
ENGINE	Type	Two-stroke cycle, water-cooled	ELECTRICAL SYSTEM	Ignition type	SUZUKI "PEI"	
	Intake sytem	Full reed valve		CAPACITY	Fuel tank including reserve	7.8L (2.1/1.7 US/Imp gal)
	Number of cylinders	1	SUZUKI MOTOR CO., LTD. reserves the right to change, without notice, equipment, specifications, colours, materials and other items to apply to local conditions. Each model might be discontinued without notice. Please inquire at your local dealer for details of any such changes. Actual body colours might differ slightly from the colours in this brochure.			
	Bore	70.0 mm (2.756 in)				
	Stroke	64.0 mm (2.520 in)				
	Piston displacement	246 cm ³ (15.0 in)				
	Compression ratio	8.4 : 1				
	Carburetor	MIKUNI VM38SS, single				
	Air cleaner	Polyurethane foam element				
	Starter system	Primary kick				
Lubrication system	Fuel/oil premixture of 20 : 1					

Reliable Suzuki Loved by People in 150 Countries in the World

Since its foundation in 1920, Suzuki has been supplying the world with value-packed products endorsed by numerous achievements and high-level techniques. A wide range of products.

Motorcycles with champion's pride and experience obtained in the world's famous, most gruelling GP races. Low fuel consumption and maneuverability-conscious automobiles which will lead the future small-car market. Outboard motors which have won high reputation in durability, lightweight construction,

high performance and easy operation.

What is more, Suzuki products extend to generators, general-purpose engines, and a motorized wheelchair for handicapped persons as well.

They are all product lineups which deserve the name as an integrated manufacturer of transportation machines.

Suzuki will continue to supply products loved and trusted by people in the world, with highly-advanced technology.



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